

The Hongkong Telegraph.

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SATURDAY, MAY 2, 1903.

六拜禮

號二月五英港香

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SINGLE COPY, 10 CENTS.

BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1886.

CAPITAL SUBSCRIBED \$10,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent
" 6 " 4 "
" 3 " 3 "

TARO HODSUMI,

Manager.

Hongkong, 1st March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—

Sterling Reserve \$10,000,000
Silver Reserve 5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
G. Ballach, Esq.
Hon. C. W. Dickson.
E. Gost, Esq.
G. H. Medhurst, Esq.
C. Michelau, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 25th March, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. Lauts, Esq.
Chief Manager:

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 10th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES: CALCUTTA HANKOW
TIENTSIN TAINGTAN (KIANTCHOU)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.
U.S. Gold
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARR'S BANK, LIMITED.

HONGKONG OFFICE:

4, DES VIEUX BOIS.

General Banking and Exchange business
transacted.

INTEREST ALLOWED
On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½ per annum.

" 6 " 3½ "

" 12 " 4 % "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [16]

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES
OF AMERICA IN CHINA AND THE
PHILIPPINE ISLANDS.

Capital paid in, ... Gold \$4,000,000. £820,000
Surplus (Reserve) Gold \$4,000,000. £820,000

Total Gold \$8,000,000. £1,640,000

Capital and Surplus authorised, Gold \$10,000,000
= £2,055,000.

LONDON BANKERS:

THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issue Letters of Credit and carries
on every description of Banking and Exchange
business. Money received on Current Deposit
Account at the rate of 2 per cent. per annum
on the daily balances, and on Fixed Deposit
as follows:

For 12 months, 4½ per annum.

" 6 " 4 % "

" 3 " 3 % "

HONGKONG—TEMPORARY OFFICE:
PRINCE'S BUILDINGS.

CHARLES R. SCOTT,
Manager.

Hongkong, 7th April, 1903. [16]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENTSIN.

HANKOW.

The Bank purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

per Aubum Fixed Deposits for 3 months

%" " 6 "

" " 12 "

" E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP. £800,000

HOLDERS £800,000

RESERVE FUND £650,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of a per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" 6 " 3 % "

" 3 " 2 % "

" T. P. COCHRANE,
Manager.

Hongkong, 2nd June, 1902. [11]

DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: CALCUTTA HANKOW

TIENTSIN TAINGTAN (KIANTCHOU)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(10)

FOR STEAMERS CAPTAINS TO SAIL REMARKS
SHAI & TAKU ...Bombay H. S. Bradshaw About 5th May ...Freight or Passage.
SHANGHAI Valletta W. B. Palmer, R.N.R. About 8th May ...Freight or Passage.
SHAI & KOBE Tientsin W. W. Cook, R.N.R. About 8th May ...Freight only.
LONDON, &c. Coromandel F. J. Fox Noon, 9th May ...Freight or Passage.
LONDON and } Shanghai E. Spicer, R.N.R. Noon, 13th May ...Freight only.
ANTWERP, ...

(See Special Advertisement.)
Via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.
Via SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).
(Calling at Ningpo if sufficient inducement offers).

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 1st May, 1903. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKALINIE.

(10)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers
and Luggage.

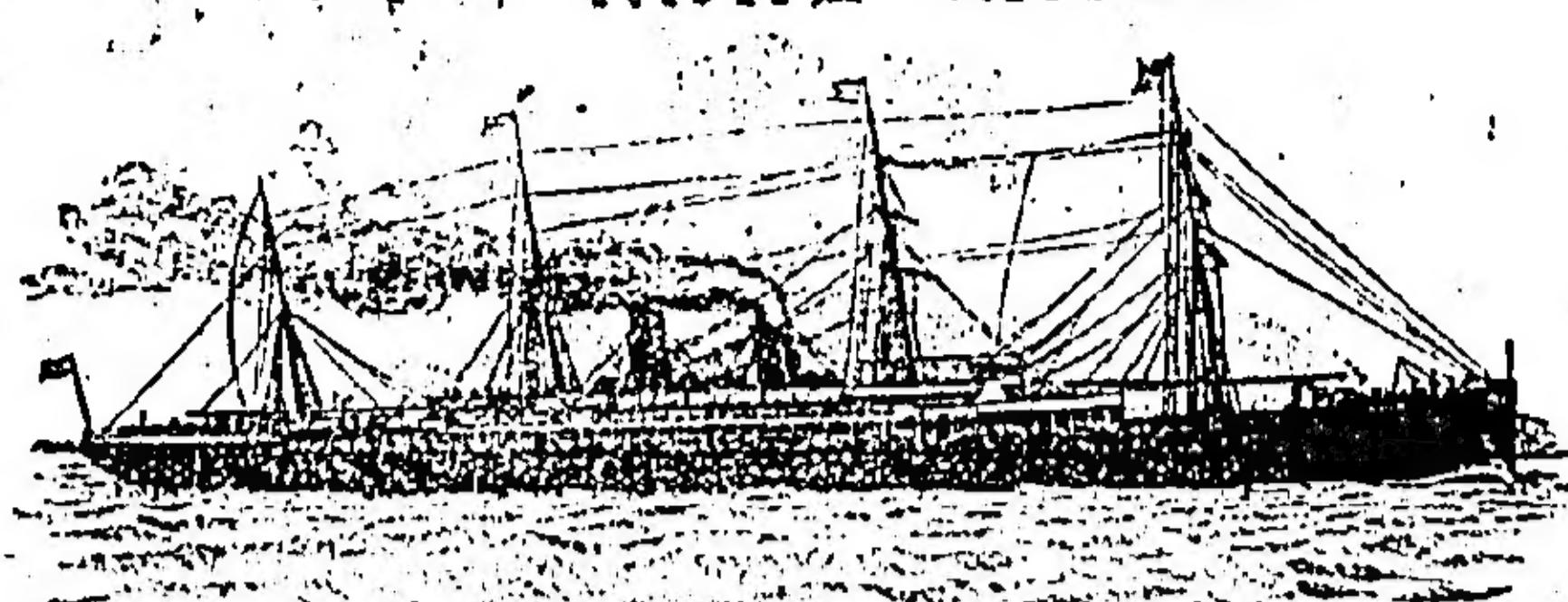
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA,
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.
"AMERICA MARU" TUESDAY, 5th May, at Noon.
"KOREA" WEDNESDAY, 13th May, at Noon.
"GAELIC" FRIDAY, 22nd May, at Noon.
"HONGKONG MARU" SATURDAY, 30th May, at Noon.
"CITY OF PEKING" SATURDAY, 6th June, at Noon.
"DOUGLASS" TUESDAY, 16th June, at Noon.
"NIPPON MARU" WEDNESDAY, 24th June, at Noon.
"SIBERIA" THURSDAY, 7th July, at Noon.
"COQUITLU" SATURDAY, 11th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1901; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th May, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 25th April, 1903.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 6th May.
"EMPERESS OF JAPAN" 6,000 WEDNESDAY, 13th May.
"ATHENIAN" 3,882 WEDNESDAY, 27th May.
"EMPERESS OF CHINA" 6,000 WEDNESDAY, 3rd June.
"EMPERESS OF INDIA" 6,000 WEDNESDAY, 24th June.
"EMPERESS OF JAPAN" 6,000 WEDNESDAY, 19th July.
"TARTAR" 4,425 WEDNESDAY, 22nd July.
"EMPERESS OF CHINA" 6,000 WEDNESDAY, 5th August.
"ATHENIAN" 3,882 WEDNESDAY, 12th August.
"EMPERESS OF INDIA" 6,000 WEDNESDAY, 26th August.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

STEAMERS. DESTINATIONS. SAILING DATES. FREIGHT.
SERBIA HAVER and HAMBURG. (Calling at SINGAPORE and COLOMBO). 7th May. Freight.
SAXONIA HAVER and HAMBURG. (Calling SINGAPORE and PENANG). 14th May. Freight.
Bremen HAVER, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO). 2nd June. Freight.
SEGOWIA HAVER, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO). 16th June. Freight and Passengers.
STRASBURG HAVER and HAMBURG. (Calling at SINGAPORE and PENANG). 30th June. Freight.
Madsen HAVER and HAMBURG. (Calling at SINGAPORE and COLOMBO). 14th July. Freight.
SUEVIA HAVER and HAMBURG. (Calling at SINGAPORE and COLOMBO). 31st May. Freight.
NURNBERG HAVER and HAMBURG. (Calling at SINGAPORE and PENANG). 14th July. Freight.
Jabay HAVER and HAMBURG. (Calling at SINGAPORE and PENANG). 31st May. Freight.
NUBIA NEW YORK VIA PORTS. (Calling at SINGAPORE and COLOMBO). 14th July. Freight.
vod Hoff For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 1st May, 1903.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
W. ST. RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons. Captain H. D. Jones.
"POWAN" 2,338 " G. F. Morrison, R.N.R.
"FATSILAN" 2,360 " A. W. Dixon.
"HAWKOW" 2,073 " C. V. Lloyd.
"KINSIAN" 2,860 " J. J. Lassus.

Departures from HONGKONG to CANTON daily at about 6 P.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted). Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is given to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG SHAN" 1,998 tons. Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons. Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 563 tons. Captain R. D. Thomas.

"SUNAM" 388 " B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow from Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 30th April, 1903. 1357c

Intimations.

NOTICE.

STEAMERS AND LAUNCHES FOR SALE.

A FAST twin screw steamer, just completed. Length 155 feet, breadth 25 feet, and depth 11 feet.

A Steam Launch with condenser, length 59 feet.

A Steam Launch with condenser, length 29 feet.

A Steamer, in course of construction, length 140 feet, breadth 24 feet, depth 11 feet. Engines 12" x 30", 20 stroke.

For Particulars Apply to

A. RITCHIE,
39, Des Voeux Road, Central.
Hongkong, 11th April, 1903. 1454e

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華
IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER. Hongkong, 1st May, 1903. 1454e

HONGKONG ICE COMPANY, LIMITED.

FROM 1ST MAY next, until further Notice, the Retail Price of Ice will be Two cents per pound. Rates for One Ton and Upwards, supplied to Shipping direct from the Icehouse, will remain as formerly.

Cold Storage Rates on application.

WM. PARLANE,
Manager.
Hongkong, 11th April 1903. 1455e

WANTED.

A EUROPEAN, as a TEMPORARY ASSISTANT SECRETARY to the SANITARY BOARD, previous clerical training indispensable. Salary \$300 a month.

Applications to be sent to the Secretary of the Sanitary Board.

By Order, G. A. WOODCOCK,
Secretary.
Sanitary Board Office, Hongkong, 30th April, 1903. 1537e

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE. Good Salary to an Efficient Worker.

JOHNSON, STOKES & MASTER,
8, Des Voeux Road Central.
Hongkong, 25th April, 1903. 1469e

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE. App'y by Letter to

BRO. FRANCIS,
Director,
St. Joseph's College.
No. 2, Robinson Road, Hongkong, 12th January, 1903. 1469e

GESUCHT.

WIRD ein Deutscher als Verwalter für den deutschen Klub "Eintracht" Gehaltsbedingungen nach Übereinkunft.

Adresse:

VORSTAND, KLUB "EINTRACHT,"

Hongkong. 15th April, 1903. 1471e

NOTICE.

THE HONGKONG FROZEN FOOD SUPPLY DEPOT will be CLOSED from 1st to 4th MAY inclusive.

WM. PARLANE,
Manager.

Hongkong, 30th April, 1903. 1540e

DENTISTRY.

SUI SANG,
(Lately Practising with DR. I. SAKATA),
DENTIST,
No. 26, Co-naught Road Central.
Hongkong, 9th February, 1903. 1466e

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902. 1470d

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902. 1470d

VIEW'S ALWAYS ON HAND.

TERMS MODERATE.

Hongkong, 19th December, 1902. 1470d

GERMANY'S TRADE AGGRESSION.

Mr. Robert Mitchell Lloyd, an acute student of commercial affairs, writes as follows in the March issue of the *Trade Review List*, of Boston, Mass.—

One of the leading newspapers of Germany, the *Cologne Gazette* credited with reflecting governmental tendencies, states authoritatively:

"That the German promoters of colonising enterprises in Brazil have notified the colonies there that it is impossible to turn their settlements to political account; such an idea may have been entertained by individuals in the past, but the situation has been for a long time thoroughly understood in Germany and a revolutionary change in South America is no longer thought of."

We must, however, draw attention to the primal fact that in export trade and manufacturing interests, Germany is second to none, and the colonisation idea is pushed steadily forward in the form of trade aggression.

During the past quarter of a century, the immense growth in population and the ever-increasing necessity for additional markets, has forced the manufacturing, mercantile, and trading classes to leave Germany, and intrude themselves in other sections of the world, where Germany's great output can be introduced. The civilised countries exhibiting the best opportunities to these clever, careful, determined people, have been, and are, Central America and South America. The peoples of these countries are as a rule indolent and averse to the continued grind necessary to business. The Germans, on the contrary, are keen wide-awake, ever on the alert to foresee changes and invest on possibilities, resulting in the natural course of events in their controlling mercantile matters. It will be found on examination that, in almost every part of Central and South America, the German trader has found lodgment, and the profitable general merchandising trade is controlled and carried on by them.

Some time ago, the strong, talented, and ever-thoughtful ruler for his people, Emperor William at an important public gathering, voiced his sentiment and will that the foreign trade interests of Germany should and would be protected by the full power and force of the Fatherland. The cut-spoken conviction of Emperor William on such an occasion, is one that needs our careful and thoughtful consideration, for he fully believed in what he stated, and intended when the time should come to act.

The United States has no right to feel secure on laurels won; our safety and our future lie in our ability to meet all emergencies with a swiftness of action, equal to thought; for our trade manufacturing and agricultural export interests are increasing at such a prodigious rate as to seem almost incredible.

Central and South America are our near neighbours, we require and must have their trade, so that our immense over-production shall have a nearby and continuous market. What then shall we look forward to? An abandonment by Germany of the great export markets she has made through the ability and push of her children, and the worth of her manufacturers? Hardly. The moment the United States begins the inevitable and active struggle for this same territory, the professed friendship by our German brothers will be withdrawn, and the promise that was made by the Emperor to protect the Fatherland's foreign trade will become a terrible and momentous issue, whose end no one can fully conjecture.

Notice of Firm.

NOTICE.

THE PARTNERSHIP hitherto existing between KENNETH WILLIAM MOUNSEY and GEORGE KINGSTON HALL BRUTTON carrying on business together as SOLICITORS in Partnership under the Style or Firm Name of MOUNSEY & BRUTTON is dissolved as from the 1st April, 1903; by mutual consent.

The business will be carried on by GEORGE KINGSTON HALL BRUTTON alone under the Style of GEO. K. HALL BRUTTON, K. W. MOUNSEY, by his Attorney

H. J. GEDGE,
GEO. K. HALL BRUTTON.
Hongkong, 1st May, 1903. [542e]

INSURANCE.

NORTH GERMAN LIFE INSURANCE COMPANY OF HAMBURG.

THE Under-signed AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

Hongkong, 26th May, 1903. [542f]

THE NEW FRENCH REMEDY
THERAPION TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by M. Léon, Robert, Valence and others, cures all diseases of the skin, especially those of the kind, and removes everything like a magnet.

THERAPION No. 1 for chronic, chronic diseases, removes all discharges from the urinary organs, effectively expelling infections, some of which do not disappear until by laying the foundation of a new system of life, and the removal of the old, and irritation of the deeper, more congenital parts of life, and some of the most trying complaints of this kind, will be soon and satisfactorily eradicated, after a few doses.

THERAPION No. 2 for internal diseases, especially those of the blood, varicose, piles, spots, ulcers, etc., and all diseases of the kind, and removes everything like a magnet.

THERAPION No. 3 for external diseases, especially those of the skin, and all diseases of the kind, and removes everything like a magnet.

Sold by A. S. WATSON & CO. Limited, Hongkong, China and Manila. [542g]

Intimations.

Intimations.

THEY WILL REMAIN.

The bump of reverence is overshadowed by the bump of intelligence in the 20th century man and woman. Old things are not preserved simply because they are old. Whatever is no longer useful must get out of the way. Never before, progress that is not intelligent will not be permanent. We shall live in the air, drink water and eat bread. There will be no "improvement" on the great essentials of living, and we do not want any. Babies will come into the world as they have from the beginning, and people will die out of it as they have done since the world began. Let us not run away with the idea that all of our measured opinions are to be used. Through every change, all things which, like

WAMPOLE'S PREPARATION

have built a reputation for honour and good service, will hold their place. This effective remedy belongs to the past, the present and the future. It is not only up-to-date but ahead of date. For Wanting Diseases, Impaired Nutrition, Influenza, Lung Troubles, Immature Humors in the blood with resulting skin infections, etc., it possesses the confidence of physicians and the people everywhere. It is not expected to fail; it never does fail. The formula after which it is made is an inspiration. It contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It is palatable as honey, and yet so medicinal as to be effective from the first dose. Professor Reddy, of Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." To trust it and try it is to be satisfied and thankful: "You cannot be disappointed in it." Sold by chemists here and everywhere throughout the world and A. S. Watson Co., Limited.

and

SEVERAL OTHERS

all made for the Climate with full Iron Frames and in Good Order.

CASH OR MONTHLY PAYMENTS.

Hongkong 1st May, 1903. [454e]

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES. Sixpence per Annum.

PRIVATE LINES, By Arrangement

NO CHARGE FOR INSTALLATION.

N.L.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS.

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-ports to fit up installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,
A.M. INST. C.E.,
Manager,

Hongkong, 1st May, 1903. [544f]

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TELEGRAMS.

(Reuters.)

The United States and Russia.

London, 30th April.

Count Lansdorff has assured the American Ambassador that Russia has no intention of depriving foreigners of advantages they now enjoy in Manchuria; of conferring special privileges on Russians, nor of in anywise closing the "open door"; on the contrary Russia is anxious to attract American commerce and capital.

LATER.

Russia and Manchuria.

Lord Cranborne confirms that Russia has disclaimed knowledge of the Manchurian demands and of any intention of seeking exclusive privileges in Manchuria or of departing from her assurances already given.

TAE KWANGSI FAMINE.

H.E. the Governor has kindly placed at our disposal a long letter received from Mr. Clementi, and dated T'am Chau Fu, Kwangsi, 26th ult., which we regret we are unable to publish till Monday.

AUTHORISED ARCHITECTS.

It is notified in the Gazette that His Excellency the Governor has been pleased to appoint the following gentlemen to be a committee to assist in the consideration of applications for enrolment on the list of Authorised Architects:

The Honourable William Chatham, Sir Catchick Paul Chater, Kt., C.M.G.; Dr. Ho Kai, C.M.G., and Robert Gordon Shewan, Messrs. William Dunby and Robert Kennaway Leigh.

TRAIL IRIP OF THE C.M.S.
"POOCHI".

This popular vessel has just been fitted with tri-compound engines and a new boiler by Messrs. S. C. Farnham, Boyd & Co., Ltd., to the designs of the C. M. S. N. Co.'s Marine Superintendent, Mr. Weir, similar to those already fitted in the s.s. *Tonan* and s.s. *Kwangtak* by Messrs. S. C. Farnham, Boyd & Co., Ltd. The s.s. *Poochi* was built in Glasgow in 1882 by Messrs. Aitken & Mansel and engined by Messrs. Lees & Anderson.

She had been a good paying ship to her owners, as her extremely light draught enabled her to reach the Tientsin Wharf when this most unreliable stream was at its shallowest. By the substitution of her new engines and boiler, she is still further reduced in draught and she can still maintain her reputation as the lightest steamer on the Tsin-ning trade.

Messrs. S. C. Farnham, Boyd & Co., Ltd., undertook the work of tripling this steamer and have completed the job inside of sixty days, which is a very creditable performance.

The same firm have now in hand the converting of the C. M. S. N. Co.'s s.s. *Chiyero* (re-boiling and tripling) in a similar manner to the s.s. *Kwangtak*. With the other alterations to houses and passenger accommodations this will make the s.s. *Chi Yuen* quite up to date.

The s.s. *Poochi* left the Old Dock buoy, at 2.30 p.m., yesterday, says the N.C.D. News of the 28th ult., and steamed down river with a small party of guests, Mr. T. Weir representing the C. M. S. N. Co. and Mr. D. Cranshaw the Dock Company.

It was at once apparent from the start that everything would work smoothly, as the machinery started with great punctuality. During the whole run every thing gave the very best results and all returned to the Kin-geyuan Wharf eminently pleased and satisfied.

While down river the tug *Dairy* undergoing a preliminary steam trial was met. This vessel was built by Messrs. S. C. Farnham, Boyd & Co. in the short space of two months. She is built to the order of Messrs. Taiho & Co. for use in Dalny harbour.

COMING EVENTS.

Regarding the report given in our last evening's issue that the Chinese tailors in the Colony have received extensive orders for regimental uniforms, a representative of this paper made further inquiries this morning among the Chinese tailors and gleaned the following additional facts.

About a week ago, certain Japanese firms in this Colony approached one of the well-known Chinese tailors, with a view to ascertain the cost of making 20,000 khaki uniforms, the materials, including buttons and cloth, being supplied. The master of the shop asked the parties to wait till the next day when he would give an answer. During the interval, the master of the shop interviewed other tailors with the result that a bargain was struck the very next day. In the course of the current week, nearly all the tailors in the Colony have been commanded, and we understand the contract for supplying the uniform expires on Monday. It is generally understood that the uniforms are destined for certain foreign ports, such as Hongkong. As we stated, these uniforms are made to fit small men, and are adorned with red facings.

A few weeks ago we gave the information that all the bakers in this Colony were engaged in carrying out contracts with certain Japanese firms for the supply of biscuits. This seems has been accomplished, and according to today's intelligence, we are informed that certain bakers in the Colony have received

contracts from the same source, for the supply of bean curd, vermicelli, and cured bamboo shoots. These are to be packed in huge jars, and when completed are also to be shipped to a neighbouring port.

FURTHER ARRIVALS OF THE RUSSIAN FLEET.

At about 8.45 this morning, there loomed from the neighbourhood of Lyceum Pass the first class Russian cruiser *Bogatyr*, accompanied by a brace of torpedo boat destroyers, viz., the *Bourne* and *Nikit*. After selecting an anchoring site directly opposite Blackhead's Point, and after the customary salutes had been exchanged, the five Russian torpedo boats, viz., *Wlazni*, *Vnuchitely* which were to be sailed for Port Arthur yesterday but had to put back owing to stress of weather, immediately got up steam, and dashed for the cruiser where great deal of signalling took place. We are informed that the seven torpedo boats after coaling will head direct for Port Arthur being convoyed by the cruiser.

THE CANTON-HANKOW RAILWAY DISTURBANCE.

(From Our Correspondent)

CANTON, 1st May.

The railway surveying party have reached Canton, arriving yesterday afternoon, and I learn that the scene of trouble was Yuan Te situated about 120 miles up river. Thither the U.S. gunboat *Calliope* proceeded, leaving Canton at about 9.30 a.m. yesterday. It appears that there is a decided anti-foreign feeling in the Ching Yuen district, the vicinity being placarded with anti-foreign proclamations: When menaced the surveying party, consisting of some five Americans and eight Japanese, sought protection from the elders at a temple, and under cover of night, were assisted to escape. Probably many more such scenes will follow as the engineers and workers strike further inland. The U.S. Government has given instructions that a gunboat shall always be available. Commander Bechler of the U.S.S. *Monterey* and U.S. Consul, Hon. R. M. McWade, have advised the Government of the necessity of laying proper river moorings for larger craft in order that efficient accommodation be provided to an increased force to be kept available for landing, in the event of emergency.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks weakened for the settlement and were sold at \$123 but they have since hardened and are now in demand at \$24. Farnhams have strengthened their position and sales at Tls. 192 have been effected in Shanghai. Kowloon Wharves have been placed and are in further request at \$3. Hongkong Wharves are without business and can be procured at Tls. 300.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have depreciated to \$10 and can be obtained at this figure. Shanghai Lands are on offer at Tls. 112 and Astor House, Hotels can be bought at \$29. Hotel des Colonies have weakened and have been panted with at Tls. 17. Hongkong Hotels have been sold at \$10. Humphreys Estates remain firm at \$24. China Providents are wanted after sales at \$9.

COTTON MILLS.—Ewos are procurable at Tls. 37. Internationals at Tls. 40, and Laou-Kung-Mows at Tls. 45. Hongkong Cottons are asked for at \$16.

CIGAR COMPANIES.—Sumatras are easier with sellers at Tls. 60.

MISCELLANEOUS.—Green Island Cements have again been done and are still inquired for at \$23. A. S. Watsons remain in request at \$15. Electrics (old issue) are in demand at \$13. Tramways have been sold at \$30. Light and Power are wanted at \$10 and Steam Waterboats have advanced to \$12. Ropes have been fixed at \$15 and \$17. Langkots have tumbled to Tls. 325 and are offering at the rate.

General.

that year all the States were merged into one Civil Service, and governed by a Resident General.

In 1902 the imports were 34,402,580 dollars, exports 60,361,000 dollars showing a trade of 98,000,000 dollars. In the States there are 257 miles of railway, with nearly 100 miles under construction; and in the neighbourhood of all the large towns the roads are in excellent condition.

The chief producing State is Perak I could not get any particulars of the production from 1875 to 1888, but in 1889 Perak produced 13,500 tons, and the four States together about 20,000 tons, and in the few years following it increased rapidly, and last year the shipments were 51,900 tons, and this was rather more than the actual production as certified by the Government returns. At any rate, the production has more than doubled in about twelve years.

The main question that concerns us is, will the production continue to increase, or rather, can the present output be continued for many years?

At present the hydraulic mines are returning less than 150 tons monthly. In returning 50,000 tons yearly, of course, an immense quantity of ground is worked out, and in an hydraulic mine, with which I am connected, the produce does not exceed 2 lbs. to the ton, and yet we are enabled to make large profits, and are returning our tin at less than \$7 per ton but I may as well say here that this is by no means general. You are well aware that during the last two years the price of tin has been unusually high and the producers in the Straits have had every inducement to strain every nerve to return every pound of tin possible, and yet the output has not increased, and as far as I could gather on the spot, I do not expect any increased production for 1903; but on the other hand, I see no reason for concluding that there will be any material reduction although many producers and merchants on the spot contend that the present output cannot be maintained.

The opinion in the Straits is that the Gold Standard will soon be adopted, but many tin producers are not favourably disposed to it, whereas the public generally are demanding it. Of course the more dollars to the pound the greater is the inducement to produce tin, but I very much question if the price of silver has had any important influence on the production of tin in the Straits, but consider the expansion of trade in America is mainly the cause of the high price now ruling.

For many years the bulk of the tin produced in the Straits has been smelted at Singapore by the Straits Trading Co., but there has been some competition from three or four smelters, in Perak. However, an American Company will shortly enter the market, and a keen competition will assuredly follow. The Americans intend shipping the ores to New York, where they are erecting large smelting works.

I am inclined to think that a large proportion of the tin in Perak is now being produced at a splendid profit, but, of course, the mines are not all equally productive, and several are supposed to be working without much profit. The Chinese are great speculators, and if they sink large sums of money, they take their losses good temperately and rarely grieve.

The question of dues, of course, is a very important one. In the Straits it varies from 12 to 14 per cent., which, of course, is very high. However, it is well to remember that the ores rarely come from a greater depth than 100 to 130 feet, and usually about a 20 to 40 feet, and that the cost of production compares favourably with Cornwall, and perhaps, with any tin producing district. The State of Perak is certainly the richest tin-producing district in the world and I see no reason to expect anything different for many years, and certainly we shall not be in a position to compete with them.

So far no lodes worth mentioning have been discovered in Perak, and in 1886 mining I think Cornwall will hold its own.

It was impossible to get any reliable information as to the produce of the tin produced in the deep mines of Perak. The average at Troweh for last year was about 30 lbs. to the ton, but I think this was considerably in excess of the average, which I should calculate at about 20 pounds, but for this I have no reliable data.

The bulk of the mines in Perak are making a magnificent profit, and there are immense districts unexplored. There is no doubt that enormous quantities of tin will sooner or later come to the market.

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Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.
GLASGOW and LIVERPOOL	"AJAX"	On 18th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th May.
GLASGOW and LIVERPOOL	"PELEUS"	On 1st June.
GLASGOW and LIVERPOOL	"YANGTSE"	On 4th June.
GLASGOW and LIVERPOOL	"OOPACK"	On 9th June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	"JASON"	On 12th May.
"LIVERPOOL v/d GENOA	"AGAMEMNON"	On 17th May.
LONDON	"PATROCLUS"	On 26th May.
LONDON	"CALCHAS"	On 4th June.
"LIVERPOOL v/d GENOA	"HYSON"	On 12th June.
MARSEILLES, L'DON & A'WERP.	"ALCINOUS"	On 23rd June.
MARSEILLES, L'DON & A'WERP.	"ANTENOR"	On 7th July.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via	"AJAX"	On 20th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd May, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	4th May.
MANILA	"SUNGKUANG"	6th "
KOBE	"TSINAN"	9th "
MANILA	"TSINAN"	10th "
PORT DARWIN, THURSDAY IS., COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	20th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

* Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—**R.P.D. 70-D. \$4.00 FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.**

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd May, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBLI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 9th May, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 16th May, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 2nd May, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, 1903.
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	July 14, 1903.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations	Steamers	Captains	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Grover	SUNDAY, 3rd May.
FOR FOOCHOW*	"ANPING MARU"	J. Goto	WEDNESDAY, 6th May.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 10th April.
FOR ANPING*	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 13th May.

* VIA SWATOW AND AMoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamer for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUKEN KAIHATSU SHIKKAN from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 18th April, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above on WEDNESDAY, the 6th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

* B. To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th April, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5:30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following day leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG," Capt. Mason.

Departures from HONGKONG to MACAO, Daily, at 7:30 A.M. SUNDAY including.

Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class.....\$2.00

2nd ".....1.00

3rd ".....50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO., No. 42, Bonham Strand West, Hongkong, 30th April, 1903.

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STEAMSHIP SERVICE TO NEW YORK VIA SUZU CANAL.

(With liberty to call at PHILIPPINE PORTS).

THE "Shire" Line

S.S. "PEMBROKE SHIRE"

will be despatched on or about FRIDAY, the 15th May.

The American Asiatic S.S. Co.'s

"NORMAN ISLES,"

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 16th April, 1903.

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STEAMSHIP SERVICE TO NEW YORK VIA SUZU CANAL.

THE Company's Steamship

"HEATHFORD."

will be despatched on or about 25th May.

For Freight, apply to

ARNHOLD, KARBE & CO., General Eastern Agents.

Hongkong, 29th April, 1903.

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To-morrow.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m.; Benediction, 5.30 p.m.
Gorman, Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wan Chai:—Mass (*Chin.*) 6 a.m., (*Port.*) 7.30 a.m.; Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (*English*), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Westminster Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
Union Church:—Services, 11 a.m., and 6 p.m.
St. Peter's Seamen's Church, Queen's Road West:—Third Sunday after Easter, Matins 11 a.m., Hymns 40, 43, 180 and 219; Holy Communion 12.30 p.m.; Evensong 6.30 p.m., Hymns 261, 297, 435, and 402.

The Church Launch *Dayspring* will call on the ships carrying white crews between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.) to bring friends ashore to the services; returning afterwards. The "answering pennant" is the call flag. All the sittings are free and unappropriated. Strangers welcome.

VISITORS AT THE HOTELS.

HONGKONG.
 Anton, A. S. Hill, L. D.
 Ayer, Mrs. and Miss Hooper, Mr. and Mrs. F. de Howard, Thos.
 Bailey, W. S. Hughes, Mrs. and Miss Icely, Rev. F.
 Bandeira, C. L. Jaff, J.
 Barrett, H. Jeff, J.
 Barret, E. G. Jameson, Mrs.
 Begley, H. T. Jones, S. M.
 Benitez, Mr. and Mrs. Joseph, Mr. and Mrs. W. E.
 Bissell, E. V. Katsch, E. A.
 Black, Mr. and Mrs. Langley, A.
 Boggs, Mr. & Mrs. R. Lipman, W. F.
 Bonner, A. E. Macdonald, Miss
 Bothwick, Mrs. Markin, W. W.
 R. W. Marriott, Dr. A.
 Bottemheim, Mr. and Mrs. Martin, Dr.
 Boutinou, L. Mast, Mr. and Mrs. E.
 Brown, W. S. Mast, S. E.
 Clark, Miss E. L. McLean, T. P.
 Cohn, J. Millard, W. G.
 Colm, Miss L. J. Moir, Mrs.
 Colson, J. S. Moncreiff, Sir & Lady C.
 Corbin, Mr. and Mrs. Murphy, Mr. and Mrs. E. O.
 Daly, Mrs. T. F. Noguchi, K.
 Davidson, J. M. Ollis, Mr. and Mrs. and nurse
 Dean, Mrs. F. W. Parfitt, W.
 Delaney, Mr. and Mrs. Pelli, L.
 Derbyshire, J. II. Pennycurk, A.
 Derickson, K. B. Port, Miss Ramsay, Miss
 Douglas, Capt. & Mrs. Rankin, J.
 Downing, T. C. Reid, II. J.
 Duncan, A. Roberts, Mr. and Mrs. John
 Edwards, F. W. Rubles, C. and family
 Everett, H. I. Rolfe, Capt.
 Favre, J. Rosking, A.
 Federoff, V. Rose, Mrs.
 Fischer, Mr. and Mrs. Scdenbach, Boron
 Fisher, H. G. Seebohm, Miss H.
 Galdis, Juan Shavsky, M.
 Gause, F. T. Silva, J. C. da
 Gearon, Miss Scott, C.
 Georg, C. Somerville, G.
 Clover, C. Spurgin, E. A.
 Ginsburg, E. Stanley, Mrs. J.
 Gimenez, Mrs. Thomas, J. A.
 Godcham, J. Thomson, Dr. J. C.
 Gonvermel, M. Valentin, C.
 Goyos, J. L. Watkins, C. A.
 Grant, Pow. II. Wetmore, Misses (2)
 Hampshire, Mrs. Whitton, Mrs. A. M.
 Hale, Miss. Woolmer, Mr. & Mrs.
 Hart, Buck, Mr. Zovaria, J. M.
 Hill, W. H.

KING EDWARD.

Ames, J. Qiuney Mulhall, Mr.
 Ehnhardt, Capt. Nicholson, R. N., Comdr.
 Hildburgh, H. Nugent, R. N., Comdr. R.
 Hildburgh, H. L. Rankine, Mr.
 Jackson, R. N., Comdr. Ruimker, P.
 Jewett, A. C. Shellin, Mr. and Mrs.
 Lane, Mrs. Edward Stephens, M. J. D.
 Lane, Dr. S. Nucken, A.
 Lewis, Rev. Dr. Vaughan, H. S.
 Marin, C. Morris, Mrs.

CONNAUGHT.

Campbell, Lieut. J. R. Langlands, Capt. P.
 Colbert, P. D. Marston, Mrs.
 Dufour, Mrs. Stodart, F.
 Graham, E. R. Thomas, C. B.
 Hatchwood, H. Tyrwhitt, T.
 Hardin, Miss M. Whittick, F. G.
 Houghton, R. Williams, W. H.
 Humphries, Mr. H. W. H.

PEAK.

Allison, A. Johnston, Mr. and Mrs. L. A. M.
 Barnett, Dr. Jeffries, H. U.
 Benson, A. P.D. Major King, R. H.
 and Mrs. H. G. McDermott, A. P. B.
 Berkley, H. Mitchell, Robert
 Berner, Gilbert Norris, R. N., Surgeon
 Brabazon, Ralph A. H. L.
 Brent, H. A. W. Philpot, Leonard D.
 Brown, R.E., Col. L. F. Pollock, K. C. H.
 Brusse, George, Reid, T. H.
 Bryson, A. Ramsey, R. M., Hon. R.
 Carre, Arthur R. Murray
 Chapman, Mr. & Mrs. Sawyer, Mrs. W. E.
 French, A.S.C. Major Smith, E. Findlay
 Fuchs, A. Smith, Findlay
 Gibson, Dr. Robert Smith, Carl W.
 Grant, G. C. Lindsay Spalchaver, W. O. C.
 Hagg, Geo. Tug Nob.
 Hamilton, Maj. A. B. Thomson, O. D.
 Hardy, Mrs. Watson, R. K.
 Henshaw, P. H. Wentworth, S. T.
 Hubbe, F.

CRAIGBURN.

Gaskell, Mr. and Mrs. Lambelle, Lieut. and Harvey, Lieut. and Mrs. F. W.
 Mrs. J. S. Parker, Capt. and Mrs. Helms, W.

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Banister, Mr. and Mrs. Gerard, Capt.
 and family Kew, Dr.
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Black, Mr. and Mrs. Jewell, Mrs. F. F.
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 D. W. Rice, Mrs. and Miss Schintzler, R. K.
 Foley, Miss Little E. Stapleton, Mr. and Mrs.
 Jewell, Frank F. R. W.

WEATHER-FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here.

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a typhoon to the Southward of the Colony, (i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the *Typhoon Gun* placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—
 Joint Cable Companies' Office,
 Ferry Company's Pier, Ice House Street,
 Blake Pier,
 Post Office,
 Harbour Office,
 Office of the Wharf & Godown Company,

Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGIC REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. Figg,
 Acting Director,

Hongkong Observatory, 24th July, 1902.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, 30th April, 1903.
 At 100 cents per Dollar Mexican.

BUTCHER MEAT.

Cents.

Beef sirloin & primecut—Mei Lung Pa 10

" Corned—Ham Ngau Yuk 10

" Roast—Shiu 17

" Soup—Tong Yuk 12

" Steak—Ngau Yuk Pa 17

" Sausages—Ngau Yuk Chaung 26

" Bullock's Brains—Know per set 7

" Tongue fresh—Ngau Li 45

" corned—Ham Ngau Li 51

" Head—Ngau Tau 53

" Heart—Ngau Sum 11
 " Hump, Salt—Ngau Kin 11
 " Fei—Ngau Kee 11
 " Kidneys—Ngau Yiu 11
 " Tail—Ngau Mei 11
 " Liver—Ngau Con 11
 " Calves' Head and Feet—Ngau-chai-kuo-keo 11
 " Green Cheng Lat Chiu 11
 Mutton Chop—Yeung Pai Kwat 11
 " Leg—Yeung Pei 11
 " Shoulder—Yeung Shau 11
 Pigs' Chilings—Chu cheong 11
 " Feet—Chi Kee 11
 " Fry—Chi Chak 11
 " Head—Chi Tai 11
 " Heart—Chi Sum 11
 " Kidneys—Chi Yiu 11
 " Liver—Chi Kon 11
 Pork, Chop—Chi Pai Kwat 11
 " Corned—Ham Chu Yuk 11
 " Leg—Chi Pei 11
 " Fat or Lard—Chi Yau 11
 Sleeps' Head and Feet—Yeung Tau 11
 Keok 11
 " Heart—Yeung Sum 11
 " Kidneys—Yeung Yiu 11
 " Liver—Yeung Con 11
 Sucking Pigs, To Order—Chi Chai 11
 Suet, Beef—Sang Ngau Yau 11
 Mutton—Sang Yeung Yau 11
 Veal—Ngau Chai Yuk 11
 " Sausages—Ngau Chai Yuk Tong 11

POULTRY.

Chicken—Kai Chai 11
 Capons, Large, Small—Sin Kai 11
 Ducks—Ap 11
 Doves—Pan Kai 11
 Eggs, Hen—Kai Tan 11
 Poults, Canton—Kai 11
 " Macao—Kai Moon 11
 " Pumpkin—Toong Kwa 11
 Radish—Hung La Pak Tsai 11
 Shalots—Con Chung Tau 11
 Spinach (Chinese)—Paw Choi 11
 Tomatoes—Fan Ker 11
 Turnips—Wu Tad 11
 Vegetable Marrow—Chi Kwa 11
 Waters Cresses—Sai Ying Choi 11
 Yam—Tai Shiu 11

ROBERT G. MC EWEN,
 Inspector in charge of Markets.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 2nd at noon, The barometer has risen slightly on the China coast.

The high pressure area has moved Eastwards and lies now between the E. coast of China and W. Japan.

The depression lying in the neighbourhood of Vladivostock yesterday has probably passed to the N.E. of Japan.

Gradients rather steep with strong N.E. and E. winds in the Formosa Channel and off the S. coast of China.

Forecast:—fresh E. winds; dull, rainy.

Telegraphic communication between the Observatory and Hongkong is interrupted.

YESTERDAY'S WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer 30.01 29.95
 Temperature 70° 70°
 Humidity 93° 92°
 Rainfall 0.55

CHINA COAST METEOROLOGICAL REGISTER.

May 1st, 1903, a.m. Bar. Th. Hu. Wind Wr.

Wladivostok 7 a.m. 29.75, 43, 99 S 1° 0°

Nemuro 6 a.m. — — — —

Hakodate — — — —

Tokio — — — —

Kochi — — — —

Nagasaki — — — —

Oshima — — — —

Naha — — — —

Ishigakijima — — — —

Taihoku 5 a.m. 29.98 E 4°

Tai-chu 29.94 NE 2°

Tainan 29.93 NE 6°

Koshun — — — —

Pescadores 29.94 NE 8°

Weihaiwei 9 a.m. — — — —

Gutiaff 30.23, 56, 64 NNE 3° bv

Rock Peak 30.11, 60, 91 NW 3° or

Amoy 30.30, 63, 89 NZ 1° o

Haiphong — — — —

Manila 29.90, 86, 05 W 2° b

Matale 30.02, 86, 08 N 2° b

Colono 30.02, 86, 08 NE 2° b

Cebu 29.98, 86, 06 N 2° b

C. St. James, 10 a.m. — — — —

FRUITS.

Almond—Hung Yan 11

Apples, (California)—Kam San Ping Ko 11

" (Chefoo)—Tin Chun Ping 11

" Small—Hoi Tong 11

" Custard—Fan Lai Chi 11

<p

High Class
Gentlemen's
Outfitters.

EVERYTHING
UP TO DATE.
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

High Class
Gentlemen's
Outfitters.

FAMED FOR
SHIRTS.
28, Queen's Road.

FANCY DRAPERY DEPARTMENT.

CHIFFONS, GAUZES,
CREPE DE CHINE, BRIDAL NET,
EMBROIDERED DRESS NETS,
AND LACE ROBES.

LACE COLLARS AND TIES
IN THE VERY LATEST DESIGNS. NOVELTIES IN
LADIES' NECKWEAR.

LADIES' UNDERCLOTHING.

SILK, WOOL, AND COTTON GARMENTS. NAINSOOK
GARMENTS FOR SUMMER WEAR.

HOSIERY FOR LADIES
AND CHILDREN. EMBROIDERED AND LACE FRONTED
CASHMERE, SPUN SILK, AND LISLE THREAD HOSE.

CORSETS

IN THE FOLLOWING MAKES—MADAM LEIDER,
PRIMA DONNA, SANAKOR, MODEL, AND NEW
RIBBON CORSET, IDEALLY COOL FOR THE EAST.

DRAPERY & GENERAL FURNISHING DEPARTMENTS.

SILKS AND SATINS
IN LARGE VARIETY.

SUMMER MUSLINS
AND DRESS GOODS. OUR STOCK OF THESE
GOODS IS NOW COMPLETE.

HOUSEHOLD LINENS.

ALL KINDS OF LINENS, LININGS, CALICOES
AND SHIRTINGS STOCKED.

BEDS AND BEDDING.

BEDS OF EVERY DESCRIPTION. HAIR, FLOCK, FEATHER,
RATTAN AND SPRING MATTRESSES.

LADIES' BOOTS AND SHOES

STOCKED IN ENGLISH AND AMERICAN SHAPES.
AN ENTIRELY NEW STOCK HAS JUST ARRIVED.
IT INCLUDES ALL KINDS OF THE BEST MAKES IN
LADIES' AND CHILDREN'S SMART FOOT WEAR.

GENTLEMEN'S OUTFITTING DEPARTMENT.

SHIRTS AND COLLARS.
SCIENTIFICALLY CUT AND PERFECT FITTING,
“THE HONG” SHIRT FOR BUSINESS,
“THE EMPIRE” FOR DRESS WEAR.

SMART NECKWEAR.
OUR PATTERNS ARE EXCLUSIVE IN THE EAST
PANAMAS

IN ALL THE LATEST SHAPES FOR 1903.
BOOTS A SPECIALTY.

AMERICAN SHAPES, ENGLISH LEATHER AND
WORKMANSHIP. SIZES AND HALF SIZES STOCKED.
TAN GRAIN BOX CALF FOR SHOOTING. TAN AND BLACK
WILLOW CALF FOR WALKING. WHITE AND BUFF
CANVAS BOOTS FOR TENNIS OR CRICKET ETC.

OUR SUMMER STOCK
WILL BE THE LARGEST AND MOST COMPLETE
IN THE FAR EAST.

GOODS ABSOLUTELY NEW.

NOTE ADDRESS: 28 QUEEN'S ROAD.

MILLINERY DEPARTMENT.

THE BEST CONSIGNMENT YET RECEIVED

OF
PARISIENNE CREATIONS
HAS JUST COME TO HAND.
DIRECT FROM THE BEST PARISIENNE
HOUSES.

A LARGE STOCK OF BURNT AND TUSCAN STRAWS.
LIGHT WALKING HATS—WHITE, BLACK AND
COLOURED. FANCY STRAWS.

HATS TRIMMED TO ORDER
UNDER EUROPEAN SUPERVISION.

TRUNK DEPARTMENT.

A LARGE STOCK OF CABIN AND OVERLAND TRUNKS,
KIT BAGS, GLADSTONES, PORTMANTEAUX AND
DRESSING BAGS, IN ALL SIZES AND KINDS.

R. G. HECKFORD
MANAGER.